

To-day's
Advertisements.

PUBLIC AUCTION.
VALUABLE LEASEHOLD PROPERTY,
to be sold
(subject to a Reserved Price) in
TWO LOTS,
on
TUESDAY, the 3rd of July, 1900,
at 11.30 A.M., on the Premises,
by
HUGHES AND HOUGH,
Auctioneers.

Lot No. 1.—The Valuable Messuage and Premises known as No. 8, UPPER LASCAR ROW, situated on a portion of SECTION C of INLAND LOT No. 251, intended to be registered in the Land Office as Subsection No. 2 of Section C of Inland Lot No. 251 is held for the Residue of a term of 75 years and for the further term of 924 years respectively created by the CROWN LEASE and an Extension thereof.

The said Messuage is let to a monthly tenant at the very low monthly Rental of \$18. The CROWN RENT Payable in respect of the said Lot is \$6.04.

Lot No. 2.—The Valuable Messuage and Premises known as No. 12, UPPER LASCAR ROW, situated on a portion of SECTION C of INLAND LOT No. 251, intended to be registered in the Land Office as Subsection No. 2 of Section C of Inland Lot No. 251 is held for the Residue of a term of 75 years and for the further term of 924 years respectively created by the CROWN LEASE and an Extension thereof.

The said Messuage is let to a monthly tenant at the very low monthly Rental of \$18. The proportion of CROWN RENT Payable is \$5.03.

For further Particulars and Conditions of Sale, apply to
JENNYS & HOWLEY,
Solicitors for the Official Trustee,
or to
Messrs. HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th June, 1900. [799b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"FORMOSA,"
The Company's Steamship
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 25th June, 1900. [795b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

"KAIFONG,"
The Company's Steamship
Captain Pennefather, will be despatched as above on WEDNESDAY, the 27th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th June, 1900. [775b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"VUENSANG,"
The Company's Steamship
Captain P. H. Rolfe, will be despatched as above on THURSDAY, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 25th June, 1900. [796b]

NIPPON YUSEN KAISHA.

FOR MANILA.

"FUTAMI MARU,"
The Company's Steamship
Captain J. Gross, (Captain J. Thoms), will be despatched for the above Ports, on FRIDAY, the 29th instant, at Daylight, instead of as previously advertised.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MITHRA,
Manager.
Hongkong, 25th June, 1900. [793b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

"TAMSUI MARU,"
The Company's Steamship
Captain H. Nagata, will be despatched for the above Ports, on SUNDAY, the 1st July, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th June, 1900. [43]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

"KINTUCK,"
The Company's Steamship
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 25th June, 1900. [797b]

To-day's
Advertisements.

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "ARGYLL,"
FROM PORTLAND, YOKOHAMA AND KORE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th June, 1900. [4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "GLENOCLE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KORE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th June, 1900. [4]

Intimation.

A. S. WATSON & Co., LIMITED.

OUR AERATED WATER FACTORY

has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address: "Dispensary, Hongkong."

A. S. WATSON & CO. LIMITED.

AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841

BIRTHS.
On the 24th instant, at "Beryl," Garden Road, Kowloon, the wife of T. G. HUGHES, P. W. D., of a son (still born). [798b]

At 96, Bubbling Well Road, Shanghai, on the 18th of June, the wife of W. G. LAY, Acting Deputy Commissioner of Customs, of a son.

DEATH.
At No. 2, Dent Road, Shanghai, on the 17th of June, suddenly, Alastair, the infant son of James and Bella Smith, aged 3 months and 8 days.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 25, 1900.

TELEGRAMS.
Special to the "Hongkong Telegraph."

SPECIAL TELEGRAMS.

THE WAR IN THE NORTH.

CHINESE CRUISERS GO TO NANKING.

SHANGHAI QUIET.

(FROM OUR OWN CORRESPONDENT.)
SHANGHAI, June 26th.
3.4 p.m.

The Chinese cruisers, which I reported the other day as having taken refuge behind the Kiangnan

Arsenal, have come down the river and proceeded to Nanking.

All is quiet at Shanghai.
There is no news from the north.
Received 4.10 p.m.
Published 5.30 p.m.

TIENTSIN RELIEF FORCE REPULSED.

FRENCH CONCESSION IN ASHES.

REFUGEES ARRIVE AT CHEFOO.

PEI-TAI-HO ABANDONED.

HONGKONG FORCE TO THE RESCUE.

(From Our Own Correspondent.)
SHANGHAI, June 25th.
3.22 p.m.

The latest news from Taku is to the effect that an attempt has been made by the Russians and Americans to relieve Tientsin, which is invested by the Chinese, but the foreign forces were repulsed.

The whole of the French concession at Tientsin is by now probably in ashes.

Thirty refugees have arrived at Chefoo from Tongshan, including Mr. Kinder, Engineer-in-chief of Imperial Chinese Railways, Mr. (Rev.) Parsons and wife and Mr. Ricketts, District Engineer Imperial Railways.

There is no news from Tientsin. Pei-tai-ho has been abandoned.

The Hongkong force, which arrived in the *Terrible* and *Hinsang*, has gone to the relief of Tientsin.

Received at 4.30 p.m.
Published at 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.
LONDON, June 22nd.

General Hamilton's column has reached Springs en route to Heidelberg, where it will join General Buller who has reached Paardekop, thus opening up communication between Pretoria and Natal.

General Baden-Powell has returned to Rustenberg, having found the leading Boers very pacific.

LATER.
General Buller at Kathosch 22nd inst. says the infantry had arrived there, and that the cavalry had occupied Standerton without opposition. The enemy had exploded the railway bridge.

BRITISH RE-INFORCEMENTS FOR CHINA.

A thousand Blue jackets and a strong force of Marines have been ordered to China. General Gaselee commands the Indian contingent.

MOROCCO AND FRANCE.
LONDON, June 23rd.

Morocco has formally demanded from France that the questions in dispute between them be submitted to European Arbitration.

THE WAR.

GENERAL BOTHA WILLING TO SURRENDER.

PREVENTED BY KRUGER.

Reuter's correspondent at Pretoria 19th inst. says that the net is gradually being drawn round Commandant Dewet by Generals Buller, Brabant, Rundle and Methuen. It is stated that General Botha is willing to surrender but is prevented from doing so by President Kruger, who insists on being allowed to remain in the country.

WEATHER REPORT.

The Observatory report says:—
On the 24th at 11.55 a.m. the barometer has fallen generally, particularly in the North. The depression appears to be moving Eastward in the Sea of Japan. Pressure remains high in the Pacific to the E. of Formosa. Gradients slight to moderate for S. and S.W. winds on the coast and in the N. part of the China Sea. FORECAST—Moderate S. winds; squally, showery.

On the 25th at 11.55 a.m. the barometer has risen considerably on the E. coast of China, fallen in E. Japan. The depression has probably reached the E. part of the Sea of Japan. Pressure remains high in the Pacific to the S.E. of the Loochodoo. Gradients slight for S.E. to S.W. winds on the coast and in the N. part of the China Sea. FORECAST—Moderate S. winds; squally, showery.

LOCAL AND GENERAL.

DONSON.—Some of the Boers are bold. "Blotson"—But the majority hide behind a boulder.

We note in the *Government Gazette* that operations are soon to be started for the preparation of the site for, and foundations of the New Law Courts.

A new Police Station is to be erected on the site of the present No. 7 Police Station at West Point.

LIEUT. A. H. STEWART, of the "C" Machine Gun Company H. K. V., has been appointed Adjutant of the Corps in place of Capt. W. St. C. Bland, R.G.A., absent from the Colony on duty, until further notice.

The death of Henry, 3rd Duke of Wellington, is announced in Indian telegrams. He leaves no family and is succeeded by his brother, Lord Arthur Wellesley, lately commanding 1st Batt. Grenadier Guards.

ADMIRAL KEPPEL reached Plymouth on the 20th May, and went on to London in the P. & O. steamer. He said that he felt the heat in the Red Sea a good deal and had got very thin but was in good spirits, and was glad to feel that he was safe home again.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 24th June are:—

	Library.	Museum.
Non-Chinese	388	192
Chinese	161	1,968
Totals	549	2,160

AN Indo-China paper, under the heading "Une Question," wants to know if there is any foundation for the rumour that important plans of the Cape-St. James defences have mysteriously disappeared while being conveyed from the Governor-General's offices to the military headquarters. Good chance here for a local Dreyfus case at Saigon.

THE Philippine Commission was in session all day yesterday. In the morning Archbishop Chapelle presented the faculties of the medical and pharmaceutical departments of the San Jose college. During the day several Filipinos talked with the commissions, but the most important and longest session of the day was held from three o'clock in the afternoon until late in the evening, during which time "Colonel" Arguelles, an ex-officer of the insurgent forces, was engaged in conversation with the commission. The "Colonel" was once very close to Aguinaldo, and was no doubt able to furnish considerable information of interest to the commission. Nothing was given out last night beyond the fact that Arguelles was before the commission for the purpose of giving general information.—*The American*, Manila, June 21st.

HONGKONG LEGISLATIVE COUNCIL.

This afternoon, a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency Major-General Gaselee, C.M.G. (Officer Administering the Government), the Hon. F. H. May, C.M.G. (Acting Colonial Secretary), the Hon. W. Meigh Goodman (Attorney General), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. Basil Taylor (Acting Harbour Master), the Hon. W. Brewin, the Hon. C. P. Chuter, C.M.G., the Hon. Dr. Ho Kai, the Hon. J. Thurburn, the Hon. R. M. Gray, the Hon. Wei A. Yuk, the Hon. J. J. Kewick, and Mr. R. F. Johnston (Acting Clerk of Councils).

Messrs. Basil Taylor and J. Thurburn were sworn in as members of the Legislative Council. The Bill entitled An Ordinance to amend the Magistrates Ordinance, 1890 (No. 10 of 1890), was read a third time and passed, as also was the Bill entitled an Ordinance to amend the Piers Ordinance, 1899.

H. E. the Major-General said that this was the last time he should have the honour of presiding over their meetings, as His Excellency Sir Henry Blake would be here in a few days. He thanked the members for the cordial support they had given him.

The Council adjourned until Monday week. A meeting of the Finance Committee was then held and several votes were agreed to.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Chamber of Commerce, held at 11 a.m. on the 21st June, 1900, there were present:—Messrs. R. M. Gray (Chairman), Messrs. H. M. Davis, A. Haupt, A. M. Marshall, R. L. Richardson, C. S. Sharp, N. A. Siebs, Hon. J. Thurburn, ex officio, and R. C. Wilcox (Secretary).

MINUTES.
The Minutes of the previous Monthly Meeting, held 7th May, and of the Special Meeting held on the 16th idem were read and confirmed.

THE COMMITTEE.
A letter had been received on the 15th June from the Hon. Herbert Smith, resigning his seat on the Committee and also his appointment as member of the Legislative Council.

THE CHAIRMAN'S REPRESENTATIVE ON THE COUNCIL.

In consequence of the receipt of a letter from the Acting Governor informing the Chamber that there was again a temporary vacancy on the Council, and inviting the Chamber to select a candidate to fill the same a special general meeting of the members was summoned for the 18th June, at which Mr. John Thurburn was nominated, defeating Mr. Francis, Q.C., by 53 votes to 28.

Read letter from Acting Colonial Secretary, dated 19th June, acknowledging receipt of Chamber's letter of the 18th idem informing the Governor of selection made, and stating that His Excellency had been pleased to appoint Mr. Thurburn provisionally, and subject to Her Majesty's pleasure, to be an unofficial member of the Legislative Council during the absence on leave of the Hon. T. H. Whitehead.

The Chairman said they were pleased to welcome Mr. Thurburn to that table as their representative on the Legislative Council. (Applause.)

FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Secretary reported that a letter, dated 8th May, had been received from the London Chamber of Commerce, forwarding a copy of the official programme.

Read letter from Liverpool Chamber of Commerce, dated 3rd May, transmitting copy of resolutions to be moved by its representative at the forthcoming congress.

JAPAN SO-CALLED SAFETY MATCHES.

The Secretary stated that letters in reply to the Chamber's letters of the 21st April, drawing the attention of various Chambers of Commerce in Japan to the importance of manufactures

in that country taking steps to prevent their matches being classed as dangerous goods, had been received.—On the 14th May from the Yokohama Foreign Chamber and the Hogo and Osaka Chamber of Commerce, and on the 23rd idem from the Kobe Chamber (Native), stating that steps would be taken to make the manufacturers acquainted with the circumstances.

PROPOSED MONOPOLY FOR THE COLLECTION OF ASHES.

A letter having been received from the Government, under date 8th May, stating that a tender had been submitted for the sole privilege of collecting ashes from steam vessels within the harbour limits, and requesting the Chamber's opinion upon the desirability or otherwise of granting such a monopoly.

A special meeting of committee was held on the 16th May for consideration of the question, at which it was unanimously decided to reply that in their opinion it was undesirable to create such a monopoly, and on the 10th idem a letter was addressed to the Government to that effect, setting out the reasons for such decision, and suggesting that, instead, the boats now engaged in collecting ashes should be licensed.

The Secretary said that no rejoinder had been received to this communication, but he had reason to believe that the Government were considering the Chamber's counter-proposal.

AMOY AND THE FORMOSA TEA TRADE.

Read letter from British Legation, Tokyo, dated 8th May, acknowledging receipt of Chamber's letter of 28th April addressed to Sir E. Satow, and informing Chamber, in reply, that the question of the discriminating duties levied on Formosan teas is still under discussion between H. M.'s Government and that of Japan.

Also read letter from Amoy Chamber of Commerce, acknowledging receipt of Chamber's letter of 7th May and enclosing copies of despatch received from Sir Ernest Satow and of reply to same.

The Chairman said they could now only wait the result of the negotiations between Sir Ernest Satow and the Japanese Government.

THE NAVIGATION OF WEST RIVER AT LAKLAO.

A letter having been received on the 6th June from the Government, transmitting translation of a portion of a report contained in a despatch from the Viceroy Li Hung-chang, dated 14th April, together with a copy of a letter relating thereto from Vice-Admiral Seymour, and asking the Chamber to use its influence with masters of British steamers and launches to induce them to slow down when approaching Lakla, letters were addressed to this effect to the Hongkong, Canton and Macao Steamboat Co., the China Navigation Co., the Indo-China S. N. Co., and Messrs. Bruker & Co. Replies had been received from the Secretary Hongkong, Canton and Macao Steamboat Co. and from Messrs. Bruker & Co. on the 8th June, and from Messrs. Butterfield & Swire on the 9th idem stating that the request would be made known to the masters of steamers engaged in river navigation. A further letter from Mr. Arnold was received on the 13th June, in which he stated that Captain Lossius, of the steamer *Lungking*, the only one of the company's steamers which passes Lakla, denied ever having steamed through the narrow waters at full speed, and averred that this was only done by Chinese steam launches, who did so frequently, and had collisions with native craft.

PROJECTED CHANGES IN THE FRENCH CUSTOMS TARIFF.

A despatch from the Government dated 22nd May, transmitting copy of a circular despatch from the Secretary of State for the Colonies, covering correspondence regarding changes in the French Customs Tariff, and inquiring if the Chamber desired to make any remarks on the subject, was then considered. The committee did not think many articles of importance were affected, and as they did not imagine anything they could say would have any appreciable effect, they did not propose to criticise the suggested changes.

THE IMPORT OF INDIAN TEA INTO HONGKONG.

Read letter from the Secretary, Indian Tea Association, Calcutta, asking to be supplied with figures showing the quantity of tea imported here from Calcutta, the proportion shipped to United States and elsewhere, and that consumed in the Colony.

It was decided to reply to the effect that the Committee regretted their inability to supply the statistics required, owing to this being a free port and there being no register of imports and exports.

THE QUESTION OF CHINESE TARIFF REVISION.

The Chairman then informed the Committee that during his recent visit to Peking he had had the privilege of discussing various matters with the British Minister, chief of which was the question of the Revision of the Tariff. It appears that the proposal put forward on behalf of the Chinese Government was virtually to add quadruple the present tariff for duty and charges whatever should be made on imports; but considering that the Tientsin Treaty of 1858, Art. XXVIII contains the words, "shall exempt the goods from all further inland charges whatsoever," and that this clause has been simply ignored, the question arises as to what possible guarantee the Chinese Government could give that would have any value at all? Sir Claude MacDonald had assured him (the Chairman) that not only would the Chambers of Commerce of Hongkong and Shanghai be consulted before any action was taken, but also those of London, Manchester, and Liverpool. In the meanwhile the tariff affairs had since taken at Peking would certainly shelve the matter for the time being. The Committee thoroughly concurred in this opinion.

This was all the business.

THE HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.
Sergeant Major Wallace, R.E. scored his second win for this Cup on Saturday with a total score of 93.—Thirteen members competing.—

	600.	700.	800.	900.	1000.	Total.
C. S. M. Wallace, R.E.	28	32	33	—	—	93
Mr. Hursthouse	22	26	23	20	—	91
Corpl. Hills, R.E.	30	32	28	—	—	90
Mr. Watson	31	33	26	—	—	90
MacKenzie	26	33	29	—	—	88
C. Cameron	28	26	22	10	86	
G. H. May	23	23	20	20	86	
Wodehouse	15	29	19	20	83	
Northcote	19	19	20	25	79	

Winners of Spoons.

THE PLAQUE.

perative orders to allow no more men to go to Peking, etc. This dignity was promptly got a douche; the masterful "Tarry-brooks" fired a broadside into him, well interlarded with those terms of endearment known in the Navy. As Tong speaks excellent English and there was a highly appreciative audience of "sensible" foreigners and English-speaking employees, the situation was amusing. The "responsibility" I assume all responsibility. Men! Twenty of you man that locomotive! The artificers and blue-jackets swarmed up the locomotive like bees; then the station was cleared with fixed bayonets by the British and Germans.

When all was ready to start, the German Consul appeared with the Viceroy's lady permission to entrain. The best part would require a Gibbon to do it justice in the obscurity of a classical tongue. The dressing down of the Chinese gentleman was something momentous.

A gentleman who arrived yesterday from Tientsin informs us that there was quite a fleet of war ships of different nationalities at anchor at Taku. There was no great disturbance of the loading or unloading of merchant vessels' cargo, but it was noted that the work took much longer than usual. The Russian troops were landed from a funnelled cruiser, probably the *Rosia* or *Kurik*, in boats. Our informant says the men were not at all calculated to impress onlookers with their appearance, although they were fully equipped, the colour of their jackets originally being quite a problem to solve. The Russian troops were landed at the Tangu Railway wharf and the German cruiser *Itz* was at the wharf at the same time. On the 15th instant a whole train full of Russian soldiers went up to Tientsin. The *Centurion* and other British warships were at the time fitting up their searchlights for use ashore. There were on the 15th about 32 warships at anchor off Taku, including three Russian gunboats of light draught, which were going in and out all the time. The people seemed to be filled with forebodings of further evil and trouble. At least one ship had taken large quantities of treasure in gold and silver from Chefoo to Shanghai owing to the present alarm. There had been a report in Chefoo that the foreigners were all going to be "finished" and slaughtered, and our informant thinks the authorities will have a lot of trouble in stopping the looting business. A Russian Volunteer steamer, with troops, was sighted on the 15th instant, bound for Tangu, and the French gunboat *Lion* and the Russian Admiral's dispatch boat were at Tangu on the 15th. Two little Russian torpedo boats were kept constantly running in and out all the time. There were at Tangu, also, two Russian torpedo boats to land troops from the fleet; outside up to Taku, a distance of about 10 miles. H.M.S. *Pine* landed some Russian troops at Tangu, the Russian boats being too small for the purpose. In reply to a query our informant said: "I think this is going to be a very serious matter indeed." The way in which the British and German troops landed and the figure they cut ashore was commented upon with praise by all who saw them, and the whole of our force was entrained in something under 20 minutes. — *N. C. D. News.*

THE BRITISH FLAG STILL FLYING AT PEKING.

A Chinese official telegram states that a couple of days ago the British flag was visible over the *Chien yang gate* of Peking from which it was inferred that despite all the rumours the Legations were safe or that the 1700 mixed Foreign troops had arrived.

ARRIVAL OF JAPANESE TROOPS AT TAKU.

The first regiment of Japanese regular troops arrived at Taku either last night or to-day and it is reported, from Chefoo, that there was some little unpleasantness when they went to join the other foreign forces at the forts. We trust that there will be no friction between the Powers until they get through the first part of their task in China, which has scarcely yet begun.

THE FIGHT AT TAKU FORTS.

LATEST DETAILS.

We are enabled to publish a few further particulars of Sunday morning's fight at the Taku forts:

On Saturday afternoon the commanders of the various warships sent a message to the Tientsin commanding the Forts, telling him that the arrival of large masses of Chinese soldiers who were seen constantly arriving from Shanghai must be stopped on pain of the forts being bombarded and taken possession of by the forces of the Allied Powers. An immediate answer or assurance was demanded.

The Chinese sent an evasive reply in the evening. No further active steps were taken by the Admirals that day or night, until they were suddenly surprised by the unexpected fire from the forts upon their ship at four o'clock.

Of the gunboats close inshore, the Russian *Korsets* suffered most, receiving the full fire of one of the batteries at a distance of only three or four hundred yards. It is believed one of the shells caused an explosion amongst her own projectiles, for the last four officers, twelve men and 47 wounded in a few minutes.

The German *Albatross* lost three killed and seven wounded.

The French gunboat *Lion* had one killed and one wounded.

The *Albatross* killed and 3 wounded. One of the new Chinese Armstrong cruisers the *Huiyang* or *Huiyer*, and four torpedo boats and destroyers were captured.

Commander Kato of the Japanese gunboat *Atago*, 5 officers of different nationalities and 30 sailors were killed, and 35 wounded. The latter have been sent to Sasebo for the transport *Higo-maru*.

FEARS AT WUHU.

June 16th. The threatened riot has not started yet. There are over 100 soldiers guarding the Catholic Mission and a detachment out on the Alliance hill. The people are much excited and fearful. A placard was put upon the wall with a letter attached telling the prisoners inside not to fear as help was near and they would soon be released. Will send word tomorrow if any further developments.

June 17th. The riot did not come off as threatened, but for a time it looked bad. About 2,000 people were massed between the customs and British Consulate "just come looking." At 10 o'clock the officials arrested two and the gunboats ordered the smugglers to *Kai chuan* (leave). Ten junkies did so and dropped down behind In-Chi-shan. Soldiers followed and arrested four more. Then at one o'clock a.m. 3 gunboats came down and commenced firing and kept it up with the soldiers until 3 o'clock. It was stated that four more were arrested, but on making searching investigation the first four were returned and the facts in a nutshell are, the officials were afraid, and this is sure to embolden the smugglers and they will come again. After the gunboats left the smugglers hoisted anchor and left for down river.

The soldiers on the street were afraid to tell the roughs to move along. They had to be polite and invite them to go quietly. At one time when answered back the soldiers said "If you don't go it will be bad for us." One good

gunboat in each place would be sufficient.

What are the nations thinking of?

THE POSITION AT SHANGHAI.

We are glad to be reassured by those whose business it is, or who have other opportunities for their own peace of mind, taken upon themselves to be responsible for the safety and good order of Shanghai during this extraordinary period of hostilities. They tell us that all is well and of course they ought to know. Shanghai, with its three or four thousand able bodied white men, Sikhs, Parsees, Mahomedans, Japanese, Filipinos, and Macanese, is quite safe in the midst of some three quarters of a million of peaceful Chinese and "every precaution has been taken to ensure that nothing untoward will happen, and if it does, the offenders that Shanghai is Shanghai and the Municipal Council the great, inexorable and determined body of legislators, that never gave way on the small question of a wheel-barrow riot or finched in time of incipient riot. But this time the Consuls whose very name is a terror, and the acting deputy Commandant of Volunteers, (the real soldier commander being of course away on a holiday in Europe the only time he was ever really wanted) have conferred together and after having taken wise counsels, have evolved a plan of defence which nobody knows of in case of emergency and will therefore be most useful to everybody when they most want it. We have been waiting to see if the said plan involved one or two of the several vital points in the proper defence of the leading foreign port in China, but we are sorry to say we have not yet observed any step in this direction, in the Settlement, where hundreds of millions of taels worth of property lies, a temptation to the looting-like millions of bad Chinese characters who are invited in from every quarter as long as the profits of the landlards and the agents of the same are packed, native quarters, while we can enjoy from the Bund the sight of a couple of Chinese cruisers lying at anchor off the City. Not that they are much menace, but still we would rather see them safe with foreign crews on board, and we should also think it not quite so unlike what we have always, perhaps from ignorance or early prejudice, as-so-called in our minds with a state of war, namely, the shutting down of the Arsenal and the removal of the couple of thousand Chinese soldiers from the vicinity of Shanghai. People seem to forget that the rest of the world is at war with the present Chinese Government.

Serious as speaking we have little or no fears for good behaviour of the respectable natives, who have far more to dread and indeed more to lose than the foreigners (out of whom they have pretty well squeezed the last farthing), but we should like to see some effort by the Police to clear out the thousands of unemployed idle and dangerous loafers who are daily flocking in from all sides. The question also arises whether in these times some other more certain piece of legal mechanism than the Mixed Court should not be devised now that the Treaties are at an end. It would also be well if we had some definite statement from the proper quarters as to the validity or otherwise of commercial and other contracts between Chinese and foreigners in Shanghai. The Viceroy at Nanking is undoubtedly well disposed, probably because he knows what is best for himself, but after the painful disillusionment of Mr. Conger and Sir Claude Macdonald at Peking on the general subject of Chinese promises and the frightful example of official Chinese treachery at Taku, we confess we are losing our lately budding belief in Chinese good faith, and we begin to think it would be wiser not to take too much for granted, but to do something instead of bleating that Shanghai is as "safe as a house." So it is if we take active measures, but it will be safer when the Chinese *Chunant*, the Jap. *Takao* and a couple of other fighting ships with large crews arrive.—*Chin. Herald.*

CHEFOO.

CHEFOO, Thursday evening, April 14th. The three funnelled German cruiser, *Kaiserin Augusta* had just come into the harbour of Chefoo, and only a few hours before the British ship *Phenix* from Weihaiwei had made her appearance, when our ship, the *Lien-shing*, appeared upon the scene. The *Phenix* as I have cabled you, had come at the request of the British Consul. The German Consul would not say that he had caused the *Kaiserin Augusta* to come down from Tientsin. "She only came down here to get coal and will return to Tientsin this evening," he said.

"But what was the trouble in Chefoo?" I inquired with reference to the rumor, that the boxers threatened an attack on Chefoo. The German Consul, evidently a very conservative gentleman, was inclined to think that the danger at Chefoo was much exaggerated. A few days ago, he said, there came to town a placard to the effect that a small neighbouring outbreak on the part of the boxers. It seems that the soldiers, so the rumor had it, and here the Consul emphasized that this rumor after investigation had proved false—had done more harm than the boxers would probably have been guilty of. Incendiary, robberies and murders were laid at their door. When this news reached Chefoo, some of the foreign gentlemen who have money to lose got very nervous and pressed the British Consul so hard, that he finally decided to call on Wei-hai-wei for protection. At the same time the Chinese authorities themselves considered the situation serious enough to call in a whole Chinese regiment for the protection of the Customs house and the bank. There were also four Chinese men-of-war in port, but the German Consul assures me that is nothing unusual. The Chinese soldiers too, he said had been withdrawn this morning and the only precaution taken by the foreign colony consisted in patrolling the streets of the settlement during the hours of the night by volunteers from their own ranks. The German Consul was quite sure that no troops would be landed from the foreign warships "since there was really no danger at all." I must confess that I, during my short stay at the town, could indeed discover no symptoms of a rebellion in the streets. In passing the Customs house, however, I found that the Consul must have been wrongly informed, for there, in front of the wall inclosing the building, were pitched the tents of at least a hundred Chinese soldiers and these as you passed them, did not smile very benevolently upon you. They seemed sullen and evil minded and—danger or no danger—I thought the town would do much better without them. In the foreign settlement there were few people on the streets, but among them some ladies who did not seem a bit alarmed over the situation.—*Der Ostasienische Lloyd.*

ALARM AT CHUNGKING.

Telegrams from Chungking to-day announce that the rabble there are again rising against foreigners and that the outlying stations are menaced. "This is certainly bad news for the Pioneer enterprise and foreigners in general in that populous important, but very inaccessible province." — *China Gazette.*

EXCITEMENT IN JAPAN.

GREAT MILITARY AND NAVAL ACTIVITY.

DETAILS KEPT SECRET.

Kobe, June 19th, 3.30 p.m.

There is great excitement here over the latest developments in North China, and great activity both in the Military and Naval Departments.

THE Taku Engagement.

LANDING FORCES.

We are indebted to the courtesy of Senator Valdez, the Senior Consul, for the following telegram:

Telegraphic information received from a reliable source states that Captain Hattori of Japanese Navy, 75 foreign officers and forty marines were killed and thirty five marines wounded during the fight off Taku, and that the Japanese s.s. "Higo Maru" sailed for Sasebo, having on board those wounded of the Foreign Allied forces.

The information further shows that the railway as well as the telegraph line between Tientsin and Taku having been interrupted no later intelligence can be obtained, but that the landing forces are in a state of siege.

Messrs. W. Reichard Morgan & Co. have received a telegram from their representative at Chengtu that he and his party are detained, on account of news having reached there that a revolution has broken out in Szechuen.—*Mercury.*

PREPARATIONS IN MANILA.

NINTH AND SEVENTEENTH INFANTRIES ORDERED TO PREPARE AT ONCE.

It has been given out from semi-official sources that the 9th and the 17th U. S. Infantries, now stationed along the line of the Manila Dagupan Railroad have been ordered to prepare at once for their embarkation on an American transport for the seat of the rebellion in China. What organizations will relieve them from their present garrisons has not yet been definitely decided, but the favored troops are jubilant at the chance of seeing active service in the Flowery Kingdom, and may be relied upon to more than uphold the good name already won by the American soldier as fighting men.

We do not think it likely that in view of the actual destruction of American property and the murder of men under U. S. protection, the Government will agree to take a back seat. Day by day news arrives of fresh outrages, and the importance of united action by all the Western Powers is obvious to all.

WAGON TRAINS, AMBULANCES AND COMMISSARY STORES.

Lieutenant Kossman, acting Quartermaster in charge of commissaries at Manila, received orders Monday p.m. to get a wagon train ready to ship to the seat of the present trouble in China. Sixteen escort wagons, three ambulances and three Dougherty wagons, all new and just from the builders in the States, have been set up in the corral shops. Every wagon will be provided with a team of four mules. A number of sparrows will also be shipped in connection with the train, so that in the event of the Army wagon being not suitable, a pack train may be used.

Between Tientsin and Peking, the locality where the present trouble is, there is a hard bull cart trail which has existed for many years, and as an army wagon is eligible to safely perform the evolution of a Rocky Mountain goat, there can be no reason why an American "mule skinner" cannot introduce a novel in equestrianism among the almond-eyed Mongolians. Roads are unheard of in the major portion of China, and when this difficulty is encountered the pack train will be brought into play.

There is no lack of teamsters anxious to be selected for the trip. The corral men who are to make the trip are much envied by the less fortunate ones. The wagon master with the 9th Infantry train will take charge.

Rumor has it that the *Hancock* has been held, to transport a part of the expedition. The Company Marimila's boat *Britus* was sent out into the bay yesterday afternoon and lays at anchor close to the *Logan*. She will take aboard some of the *Logan's* cargo to bring ashore here, while nearly all the commissaries on the big transport will be taken to China.

The quartermaster boat *Kansas City* managed to get out to the *Logan* yesterday and took off a big lot of prunes. The bay has been so rough the past few days that it is disastrous to small craft to make the trip into the bay to discharge any vessel's cargo.—*Manila Times.*

ments. The Press is, however, forbidden to divulge the movements of the troops.

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THE CHINESE ARTISAN.

China is credited with having invented, and used long ago, many of the processes and arts used and practised in modern times. But she left her inventions in much the same condition as they were first brought into existence, and has improved on them very little, if at all. And the work of the present day Chinese carpenter or builder, looked at generally, has a very good effect, but is usually only outside show. Buildings here are usually plastered over, as a protection from weather, and more or less ornamented with mouldings and scroll work, and other plaster ornaments. But the mouldings are never a straight line or a true curve or circle if looked at closely, and, as a rule, walls are nearly, but not quite, perpendicular, and square with one another in plan. The irregular shape and shape of Chinese made bricks has something to do with the enormous amount of mortar used, but this does not affect a wall being vertical or otherwise.

They have not advanced much in finishing off woodwork either; they will finish off the surface of a plank very nicely in parts, and other places will be splintered, or left rough from the saw or axe. They are found of trusting to the eye, and half a brick at the end of a piece of string is better than any plumb-level.

HANKOW.

(From our own Correspondent.)

June 15th.

ALARM AND ANXIETY.

The ripple caused by the great Boxer plunge in the North has duly reached here, and set us all a thinking, and we are all foreigners alike. We had kidnapping troubles of our own before, and this, coming on the top of them, was an improved matter. There is a good deal of alarm and anxiety in consequence. The Viceroy's proclamation against kidnappers and rumormongers has not had the tranquillising effect on the minds of the people which was expected from it. They seem ready to believe any story no matter how extravagant, and to see a kidnapper in every stray foreigner they come across. "Kill the foreign kidnapper" will soon be a popular cry.

A LITTLE VIOLENCE.

As yet no violence has been attempted, with the exception of the case of three employees of the railway who came in from the third section where they had been attacked in their own house by a mob armed with carrying poles, at whose hands one of them received a very bad beating. A couple of missionaries, visiting their stations on the Han river, were also set upon, but besides this I have heard of nothing.

BEWILDERED MANDARINS.

The most serious feature of the situation is to be found, however, in the apparently well-placed belief that, in the event of trouble between foreigners and natives, the officials will—like the crew of the *Kuio* in the recent piracy case—observe a benevolent neutrality towards both parties. It is not easy to be a mandarin these days. The Boxers and all other anti-foreigners are believed to be under the special protection of the Empress Dowager who has already blessed banners with the bold motto "Exterminate the foreigners." Hence any official who exhibits any measure of zeal against them may soon find that his services are no longer required by the State. On the other hand, should anti-foreign disturbance occur, it is just as likely as not that the unfortunate official will be held responsible for all consequences. What else then can a bewildered mandarin do, but creep into his shell and keep as quiet as possible in the hope that the storm will soon blow over? If the Powers could only see their way to remove that terrible old lady at Peking, or even to declare their intention of removing her, the minds of these men would be at rest, and peace would be preserved in the provinces.

THE VICEROY AND THE GOVERNOR.

We have great faith in our Viceroy, Chang Chih-tung, who is not afraid, but he is in trouble too. The Governor and he are on bad terms and ten days ago the said Governor threatened to have him dismissed. Promptly there came an urgent summons for the Viceroy to go to Peking. The Governor is the Empress Dowager's man, and ever since he came here he has done nothing but dismiss officials and appoint others of his own way of thinking in their place. Were the Viceroy to leave, the Governor would come into full power and after that the deluge! However, there is every reason to hope His Excellency will, as usual, find a good excuse for not obeying the Peking summons.

NO PRESENT DANGER AT HANKOW.

There is no special danger here at present, but if Her Majesty could only send guards to all the British settlements on the Yangtze we would feel a good deal more comfortable. Further, it might obviate the necessity of our being dependent, later on, on the good services of some other Power, as appears to be the case at Peking. We deeply sympathise with our friends there, and in the regions beyond. In Central China we have had our experience of what it means to be left to the mercy of the mob. We are all anxious for Northern news, and trust that the anti-foreign propaganda will be so dealt with this time as to be no more heard of in our little day.—*N. C. D. News.*

SHIPPING REPORTS.

Captain M. Yamamoto, of the steamship *Ariake Maru*, from Kutchinotzu, reports:—Fresh N.E. breeze.

Captain Ramsay, of the steamship *Diamante*, from Manila, reports:—Light winds, clear weather and heavy Northerly swell.

Captain Wm. Frakes, of the steamship *Glenlogie*, from Tacoma, S.C., reports:—Fine weather generally, moderate breezes and sea.

Captain J. Petersen, of the bark *Vale of Doom*, from Rajang, reports:—Up to 17th inst., fine weather, then stormy from N.W., N.E. and S.E. with high confused sea to port.

Capt. S. Wilde, of the steamship *Taitung*, from Shanghai, via Swatow, reports:—Moderate N.E. winds to Swatow, and fresh S.W. winds with high Southerly swell to port.

Captain W. C. Lyett, of the steamship *Jason*, from Penang and Singapore, reports:—Strong wind and moderate gale from S.W. and South, with heavy rain and high cross swell throughout the whole passage North.

Capt. G. W. Long, of the steamship *Kintuck*, from Singapore, reports:—Moderate following wind and fine to parcels, from there to port S.E. and S.W. winds with squalls. On the 23rd inst., passed Ss. *Asana*, bound South.

Capt. R. Penney, of the steamship *Cheong Hock Kian*, from Singapore, reports:—From Singapore to Hongkong fresh to strong monsoons with high sea at times to Cape Paderan, from Paderan to port fresh to moderate monsoons, with fine clear weather throughout.

Captain A. E. Hodgins, of the steamship *Formosa*, from Taiwan and Amoy, reports:—Taiwan to Amoy moderate S.W. winds and sea with fine clear weather. Amoy to Hongkong moderate to fresh S.W. winds, Southerly swell and fine clear weather. Vessels in Amoy:—*Estrella* and two Japanese men-of-war.

NOTANDA.

CALENDAR.

JUNE.

Metereological means based on fifteen years' observations to 1895.

Barometer 29.764
Thermometer 80.7
Humidity 83.6
Rainfall 16.496

TO-DAY.

Barometer 29.85
Temperature 83
Humidity 79
Rainfall 0.04

TO-DAY.

Monday, 25th June, 1900.
Chinese—29th of 5th moon of 26th year of Kwang-si.

Sun—Rises 5hr. 19min.
Sets 6hr. 44min.
High water—Morning 7hr. 0min.
Afternoon 6hr. 18min.
Low water—Morning 6hr. 10min.
Afternoon 2hr. 29min.

ANNIVERSARIES.

1843—Treaty of Nanking exchanged.
1846—Cons Laws repealed.
1859—The British fleet defeated by the Chinese at the Pei-ho River.

1861—Order of the Star of India founded.
1864—Attack on the British Legation at Tokio.
1871—Treaty between China and Peru.
1896—Li Hung-chang visited Prince Bismarck.
1899—Armed steam launch beaten off by two pirate junks on West River.

TO-MORROW.

Tuesday, 26th June, 1900.
Chinese—30th of 5th moon of 26th year of Kwang-si.

Sun—Rises 5hr. 19min.
Sets 6hr. 44min.
Moon—Max. Dec. N. 2hr. a.m.
High water—Morning 7hr. 5min.
Afternoon 6hr. 10min.
Low water—Morning 6hr. 5min.
Afternoon 3hr. 0min.

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Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

- That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25, as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.
- That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according to the above.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, 27th March, 1900. [403b]

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55 giving Particulars, Price, &c.
Hongkong, 14th May, 1900. [630b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUFFINJEE,
5, D'AGUIAR STREET.
Hongkong, 27th April, 1900. [34]



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The Pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.
Hongkong, 10th May, 1900. [606b]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MENELEUS"
Captain Towell, will be despatched as above on TUESDAY, the 10th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th June, 1900. [723b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU"
Captain Williams, will be despatched on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. A.D.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight and Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [777b]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ACARA"
Captain ... will be despatched for the above Port on or about the 12th July.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st June, 1900. [715b]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG"
Captain Tadd, will be despatched as above TO-MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th June, 1900. [780b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"SZECHUEN"
Captain Hall, will be despatched as above TO-MORROW, the 26th instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th June, 1900. [791b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR"
Captain M. F. H. Jackson, will be despatched as above TO-MORROW, the 26th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th June, 1900. [613b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU"
Captain J. Saito, will be despatched for the above Ports on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1900. [750b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE"
Captain A. Ramsay, will be despatched for the above Port on WEDNESDAY, the 27th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 21st June, 1900. [790b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HUGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART"
of the NORDEUTSCHER LLOYD,
Captain P. Grosch, due here with the outward German Mail about the 27th instant, will leave for the above places about 24 hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 23rd June, 1900. [32]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London-Rates.

THE Company's Steamship

"ULYSSES"
Captain Brown, will be despatched as above on THURSDAY, the 28th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. [780b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER"
Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th June, 1900. [760b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE"
will be despatched for the above Port on or about the 6th July, and the S.S. "SILK" on or about the 13th July. They will be followed by the

S.S. "AFGHANISTAN"
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th June, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU"
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [776b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR"
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

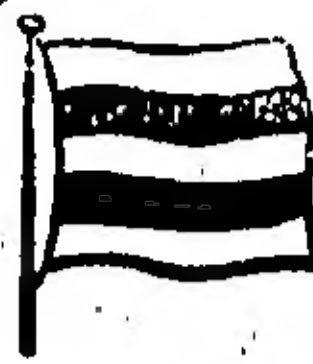
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th June, 1900. [764b]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTAMI MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	NEW YORK (via SUEZ CANAL).	29th June. Freight.
SAMBIA	COLOMBO, HAVRE, BREMERHAVEN and HAMBURG.	3rd July. Freight.
G. Schmidt	(LONDON with transhipment in HAMBURG)	10th July. Freight.
WITTENBERG	HAVRE and HAMBURG.	17th July. Freight.
Hempel	(LONDON with transhipment in HAMBURG)	24th July. Freight and Passage.
*SAVOIA	HAVRE and HAMBURG.	31st July. Freight.
Jager	(LONDON with transhipment in HAMBURG)	7th August. Freight.
ALPES	HAVRE and HAMBURG.	14th August. Freight.
Knuth	(LONDON with transhipment in HAMBURG)	21st August. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to.

CARLOWITZ & Co.,
Agents.

27] TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Aug., at Noon.

THE Steamship

"AMERICA MARU"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd June, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th July, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 25th Aug., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

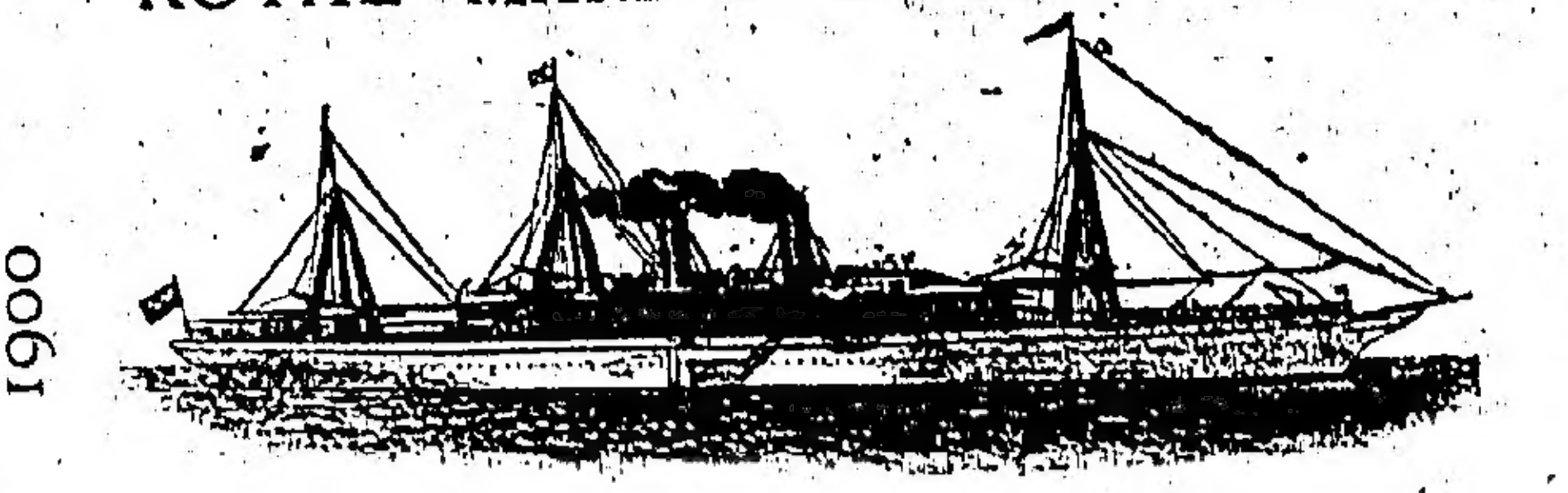
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900. [1]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 18th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Great Britain and the Continent are given choice of Atlantic Lines, which passengers to all principal points and AROUND THE WORLD.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 6th June, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenogle 3,750 W. Frakes... July 3
Queen Adelaide 2,832 F. McNair... July 25
Duke of Fife 3,821 J. S. Cox... July 28
Victoria 3,502 T. Pantou... Aug. 7

Also
FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll 2,997 S. Thomson' June 30
Monmouthshire 2,874 J. Kennedy' Aug. 4
Bracmar 3,601 W. Watt... Aug. 25
Argyll 2,997 S. Thomson' Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDSS carried.

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies—
Mitsui Coal Mines.
Kansai Coal Mines.
Yoshinotani Coal Mines.
Ohnouchi Coal Mines.
No. 1, Ohsuji Coal Mines.
Kishimura Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoum Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanebuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. 133

CLARKE'S B 41 PILLS are warranted to
cure, in either sex, all acquired or constitu-
tional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England.

VISITORS AT THE HONGKONG
HOTEL.

Aitken, Mr. J. H. Joseph, Mr. and Mrs.
Ames, Mr. O. D. E. S.
Angus, Mr. John Judell, Mr. and Mrs.
Appley, Mrs. G. W. Katsch, Mr. E. A.
Belly, Mr. W. S. Kaye, Sir John
Bell, Mr. and Mrs. O. Kellum, Mr. E. P.
M. D. Kiene, Mr. and Mrs. F.
Beneyton, Mr. Kinghorn, Mr.
Blackburn, Com. R. N. Lara, Mr. and Mrs.
Boehm, Mr. G. Levy, Mr. L. A.
Bowers, Dr. Lewis, Mr. A. R.
Brooks, Mr. F. Long, Mr. and Mrs. D. M.
Brown, Mr. J. W. MacGowan, Mr. R. J.
Byron, Capt. J. and Mayson, Mr. J. G.
Carter, Mr. J. C. McElroy, Mr. J.
Carter, Mr. H. B. McEwan, Mr. Alex.
Champion, Mr. J. F. Mesa, Mr. O. S.
Christopherson, Mr. Murphy, Mr. E. O.
Clark, Dr. and Mrs. F. Neipor, Mr. Van
Colson, Mr. T. S. O'Neill, Mr. J. J.
Craig, Mr. Jos. Owen, Miss L. H.
Denroche, Mr. P. C. Parry, Mr. W.
Discombe, Mr. G. M. Pratt, Mr. E. S.
Dorsey, Mr. R. H. von Preston, Mr. O.
Drum, Miss Robinson, Mr. S. J.
Duffner, Mr. A. H. Rosenfeld, Mr. H.
Evans, Mr. F. Simms, Mr. H. H.
Fisher, Mr. H. G. C. Smith, Mr. D. A.
Fullen, Mrs. Stephens, Mr. P. F.
Gange, Mr. C. Stevens, Mr. G. R.
Goddard, Capt. Stewart, Mr. A. W.
Halliday, Mr. John Warfield, Mr. and Mrs.
Hibbelswaite, Mr. F. Whitley, Mrs. W.
Howard, Mr. Thos. Whitley, Mrs. J. G.
Houston, Mr. J. S. Whitmoss, Mr. C.
Hubbard, Mr. P. F. Wolfertan, Mr. L.
Ide, Mr. G. E.

VISITORS AND RESIDENTS AT THE
PRAK HOTEL.

Anderson, Mr. R. D. Mackie, Mr. C. Gordon
Beattie, Mr. Andrew Martin, Mr. R.
Bonnar, Mr. J. W. C. Mitchell, Mr. R.
Brann, Mr. J. E. Morris, Major & Mrs.
Brayner, Mr. H. F. R. Newall, Mr. Stuart G.
Bryson, Mr. H. F. R. Oakley, Mr. H. E.
Butcher, Mr. Fred. C. Oakley, Miss
Campbell, Capt. O'Gorman, Capt. The
Comrie, Mr. A. F. Pigot, Mrs. Brooke &
Davis, Mr. W. child
Detrick, Mr. E. Pollock, Mr. H. E.
Eskel, Mr. J. S. Reilly, Major C. W.
Fontaine, Mr. & Mrs. Reynolds, Capt.
A. B. Simpson, Mr. Cecil
Forbes, Mr. A. Simpson, Mr. Cecil
Gomperts, Mr. H. H. Sinclair, Mr. A.
Graham, Mr. D. M. Stewart, Mr. Murray
Griffin, Major W. W. Stokes, Mr. A. P.
R. A. Tomlin, Mr. G. L.
Grua, Mr. Edward F. Watson, Mr. and Mrs.
Hammond, Mr. J. Malcolm
Hays, Mr. J. Williams, Mr. P. Lloyd
Jehon, Mr. H. U. Woodhead, Mr. & Mrs.
Leh, Mr. J. E. H. F.
Lemke, Mr. & Mrs. R.

CRAGIEBURN.
Anderson, Mrs. A. Flynn, R.N. Rev. F.
Anderson, Miss A. McCreedy, Mr. E. T.
Anderson, Miss B. McCreedy, Mrs. and
Anderson, Mrs. M. L. & daughter
Benn, Mr. Arthur and Volpicelli, Consul
family Volpicelli, Madame

EXCHANGE.

Hongkong, June 25th.
ON LONDON, Telegraphic Transfer, 1/11 9/16
Bank Bills, on demand 1/11 1/11
Credits, 4 months' sight 2/0
D'cents, 4 months' sight 2/0
ON BERLIN, (demand), M. 2.01
ON PARIS, Bank Bills, on demand 2.47
Credits, 4 months' sight 2.51
ON NEW YORK, Bank Bills, on demand 48
Credits, 30 days' sight 48 1/2
ON BOMBAY, Telegraphic Transfer 147 1/2
On demand 147 1/2
ON SHANGHAI, Telegraphic Transfer 71
Private 30 days' sight 72 1/2 nom.
ON YOKOHAMA, T.T. 31 percent prem.
Sovetigns, Bank's Buying Rate 50.24
Gold Leaf 100 touch, per tael 53.15
Bar Silver 27 13/16
Dollars 14 percent prem.

OPTUM QUOTATIONS.

Hongkong, June 25th.
New Patina 1,500 per chest.
Old Patina 1,580
New Benares 1,620
Old Benares 1,620
New Malwa 880/000 per picul.
Old Malwa 910/000
Persian, paper tied 880/000

The Share Market.

LATEST QUOTATIONS.

(June 25th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	310 3/4 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Preference)	£ 4	£1 buyers
The Bank of China & Japan, Limited. (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited. (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27
Do. Founders.	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$263 sales
China Traders' Ins. Co., Ltd.	\$ 25	\$56
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$121
Canton Ins. Office.	\$ 50	\$134 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$79
Shipping.		
Hongkong, Canton & Macao Steamboat Co., Limited.	\$ 15	\$31
China Steam Navigation Co., Ltd.	£ 10	\$85
China & Manila S.S. Co., Ltd.	\$ 50	\$65 old ex new
Do. new issue	\$ 50	\$18 new issue
Douglas Steamship Co., Ltd.	\$ 50	\$48
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£11
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	£5.5
Star Ferry Co., Ltd.	£ 10	\$18
"Shanghai" Transport & Trading Co., Ltd.	£ 100	£310
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$122
Luzon Sugar Refining Co., Ltd.	\$100	\$37
Mining.		
Punjab Mining Co., Ltd.	\$ 7	\$6
Punjab Mining Preference Shares	\$ 1	\$1.20
Société Française des Chibonages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.18
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$12
Raub Altian Gold Mining Co., Ltd.	15s. 10d.	\$58
Oliver Freehold Mines, Ltd. A.	\$ 5	\$33
Oliver Freehold Mines, Ltd. B.	\$ 41.25	\$75
Great Eastern & London Gold Mining Co., Ltd.	\$ 5	\$50.50
Do. (Preference)	\$ 5	\$40.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	525 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$85
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$56 buyers
New Amoy Dock Co., Ltd.	£ 61.21	\$21
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.80
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$136
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$47 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$124
Hongkong Hotel Co., Ltd.	\$ 50	\$50
Humphreys & Estate Finance Co., Ltd.	\$ 10	\$10.75
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 60
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning & Weaving Co., Ltd.	Tls. 500	Tls. 400
Yahong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Oiler Companies.		
Altamira, Limited	\$500	150 % sales & b.
La Comercial, Ltd.	\$500	100 % p. sales
Hensiana Limited	\$100	15 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$14
China-Romero & Co., A. Limited.	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.10
Hongkong Electric Co., Limited	\$ 10	\$11.90
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$165 buyers
H'kong High Level Tramways Co., Ltd.	\$100	\$170
Dairy Farm Co., Ltd.	\$ 5	\$ 8 1/2
Hongkong and China Bkery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$80
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$9
Carmichael & Co., Ltd.	\$ 20	\$11
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 3,533, P. H. Goings, 16th June, San Francisco 19th May, Honolulu 26th, Yokohama 6th June, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mails and General.—J. S. Van Buren, 23rd June, Hongkong 27th, June, Coal.—Jensen & Co.
CHANGHAI, British steamer, 1,463, T. Moore, 29th May, Sydney 1st May, Thursday 1d. 10th, Port Darwin 13th, and Manila 27th, General.—Butterfield & Swire.
CHUNSHANG, British steamer, 1,419, E. J. Butler, 20th June, Canton 20th June, General.—Jardine, Matheson & Co.
EMPRESS OF INDIA, British steamer, 3,603, O. P. Marshall, R.N.R., 19th June, Vancouver 28th May, and Shanghai 16th June, Mails and General.—C. F. R. Co.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 17th June, Hongkong 14th June, Coals.—Jardine, Matheson & Co.
FREIBURG, German steamer, 3,970, Prosch, 1st June, Bremen and Hamburg 12th April, General.—Siemens & Co.
GOODWIN, British steamer, 2,832, A. Jackson, 4th June, Tacoma, U.S.A. 26th April, General.—Dodwell & Co., Ltd.
HOIHAO, French steamer, 509, Godinan, 22nd June, Pakhoi and Hoihow 21st June, General.—A. R. Marty.
KAIFONG, British steamer, 1,024, G. W. Pennefather, 2nd June, Hongkong 17th June, Sugar.—Butterfield & Swire.
LOVAL, German steamer, 1,237, Lorenzen, 22nd June, Samarang 7th June, Sugar.—Sander, Wieler & Co.
MERIDIAN, British steamer, 3,248, J. W. Wilson, 15th June, Cardiff 5th April, and Singapore 8th June, Coal.—Dodwell & Co., Ltd.
MILOS, German steamer, 1,604, T. Hille, 10th June, Seattle, U.S.A. 6th May, Flour and Lumber.—Order.
MIN, British steamer, 1,981, H. Gassen, 18th June, Moji 12th June, Coals.—Dodwell & Co., Ltd.
PIRA, German steamer, 1,021, A. S. Calder, 23rd June, Bangkok 16th June, General.—Butterfield & Swire.
ST. ANDREWS, Norwegian steamer, 1,972, H. S. Hagen, 9th June, Saigon 5th June, Rice.—Arnhold, Karberg & Co.
SIAM, British steamer, 992, H. N. Holton, 17th June, Bangkok 14th June, Rice and Timber.—Bradley & Co.
SUISANG, British steamer, 1,776, E. J. Tadd, 19th June, Calcutta 20th May, General and Opium.—Jardine, Matheson & Co.
SUNGARANG, British steamer, 1,021, S. W. Moore, 15th June, Manila 12th June, General.—Butterfield & Swire.
YORIHIME, Japanese steamer, 3,226, Y. Minamigawa, 21st June, Keelung 19th June, Coal.—Japanese.
Sailing Vessels.
ESMERALDA, British schooner, 130, J. T. Harter, 14th April, Gun 20th March, General.—Jardine, Matheson & Co.
FRANZ, Danish bark, 338, Pedersen, 23rd April, Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.
GLENSH, British bark, 869, A. E. Burn, 20th June, Kobe 20th May, Ballast.—Order.
J. B. WALKER, American ship, 2,106, Wallace, 2nd June, Yokohama 5th May, Ballast.—Siemens & Co.
KWAHO MART, Japanese schooner, 628, Mase, 19th June, Moji 30th May, Cons.—Master.
L. SCHIEFF, American ship, 1,673, Chas. S. Kendall, 15th June, Hakodate 6th May, Ballast.—Master.
STANFIELD, British bark, 662, Wilson, 22nd June, Rajang 2nd June, Timber.—Master.
TAM O'SHANTER, American ship, 1,432, Ballard, 16th May, New York 6th Jan., Kerosine.—Standard Oil Co.
VALKYRIE, British bark, 490, Hall, 23rd June, Rajang 3rd June, Timber.—Order.
WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th May, New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, June 25th, 1900.
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. g. guns, 3 1/2 inch h.p. guns, Commander C. G. F. M. Cradock, S.M.
Algerine, sloop, 1,050 tons, 6 guns, 1 1/2 inch h.p. guns, R. H. J. Stewart, Taku.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13 1/2 inch h.p. guns, Captain G. J. S. Warrender, Taku.
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9 1/2 inch h.p. guns, Commander A. H. Smith-Dorrien, Hongkong.
British, British cruiser, 1,770 tons, 6 guns, 5 1/2 inch h.p. guns, Commander Sir Boucherley Wrey, Taku.
Centurion, British flagship, 10,500 tons, 14 guns, 9 1/2 inch h.p. guns, Capt. J. R. Jellicoe, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2 1/2 inch h.p. guns, Com. C. Wintington-Granger, Taku.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Taku.
Esk, coast defence gunboat, 363 tons, 3 guns, 2 1/2 inch h.p. guns, Lieut.-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5 1/2 inch h.p. guns, Lieut.-Com. W. J. Keyes, Taku.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 3 1/2 inch h.p. guns, Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4 1/2 inch h.p. guns, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4 1/2 inch h.p. guns, Hongkong.
Hermione, British cruiser, 4,500 tons, Capt. R. S. D. Cumming, Shanghai.
Hunter, storeship, 1,640 tons, 8 1/2 inch h.p. guns, H. J. Davidson, Wei-hai-wei.
Janus, torpedo-boat destroyer, 14, and Comdr. R. G. Corbett, left England.
Linnah, gun-vessel, 750 tons, 4 heavy guns, 4 1/2 inch h.p. guns, Commander W. W. Smythe, Shanghai.
Orlando, British cruiser, 3,500 tons, Capt. J. H. Burke, Taku.
Oter, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.O.O., Hongkong.
Peach, 1st class gunboat, 775 tons, 6 guns, 1 1/2 inch h.p. guns, Lieut.-Comdr. C. F. R. Cogge, Shanghai.
Phaon, British sloop, 1,015 tons, Comdr. R. G. Corbett, Wei-hai-wei.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1 1/2 inch h.p. guns, Lieut.-Comdr. J. F. E. Green, Philippines.
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7 1/2 inch h.p. guns, Capt. H. C. Reynolds, Hongkong.
Plow, 1st class gunboat, 453 tons, 6 guns, 1 1/2 inch h.p. guns, Lieut.-Comdr. G. V. de M. Cower, Hongkong.
Ridgely, British gunboat, 855 tons, Lieut.-Com. C. F. Corbett, Canton.
Robin, British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, on the West River.

Rosario, British sloop, 980 tons, Capt. C. Hamilton, en route North.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 775 tons, 4 heavy guns, 4 1/2 inch h.p. guns, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, British cruiser, 14,200 tons, 30 guns, 25 1/2 inch h.p. guns, Captain Percy Scott, C.B., Taku.
Twisted, coast defence gunboat, 363 tons, 3 guns, 2 1/2 inch h.p. guns, in Reserve at Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8 1/2 inch h.p. guns, Capt. A. C. Clarke, North.
Waterwitch, surveying vessel, 620 tons, Lieut.-Comdr. W. O. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 1/2 inch h.p. guns, Lieut. and Comdr. Mackenzie, en route Nagasaki.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1 1/2 inch h.p. guns, Hongkong.
Woodcock, British gunboat, 2 guns, 5 1/2 inch h.p. guns, Lieut.-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 5 1/2 inch h.p. guns, Lieut.-Comdr. H. E. Hillman, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.
Zaire, Portuguese gunboat, 600 tons, Captain Fontes, Macao.
Zenta, Russian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9 1/2 inch h.p. guns, Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 12 1/2 inch h.p. guns, Captain Eliskis, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1 1/2 inch h.p. guns, Captain Dobrovolsky, at Nagasaki.
Dimitri Donkoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7 1/2 inch h.p. guns, Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3 1/2 inch h.p. guns, Capt. Serebrennikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2 1/2 inch h.p. guns, Captain Shchegolev, at Taku.
Koreya, Russian cruiser, 1,200 tons, 9 guns, 2 1/2 inch h.p. guns, Capt. Silman, at Taku.
Mantchou, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1 1/2 inch h.p. guns, Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 19 guns, 9 1/2 inch h.p. guns, Captain Yenish, at Nagasaki.
Noyedint, Russian cruiser, 1,334 tons, 14 guns, 1 1/2 inch h.p. guns, Capt. Zanne, at Nagasaki.
Ovany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2 1/2 inch h.p. guns, Captain Caplanoff, at Nagasaki.
Petra, Russian battleship, 12,000 tons, 22 guns, 14 1/2 inch h.p. guns, Capt. Gromov, at Japan.
Rassia, Russian armoured cruiser, 12,000 tons, 22 guns, 14 1/2 inch h.p. guns, Capt. Domogiroff, at Taku.
Rozyaynyk, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13 1/2 inch h.p. guns, Capt. Haupt, at Port Arthur.
Silatsh, Russian gunboat, 4 guns, 1 1/2 inch h.p. guns, Capt. Baranoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 9 1/2 inch h.p. guns, Capt. Molias, at Taku.
Stovuch, Russian gunboat, 950 tons, twin screw, 13 guns, 1 1/2 inch h.p. guns, Capt. Soubatin, at Nagasaki.
Swaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 7 1/2 inch h.p., speed 10 1/2 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchkowsky, at Port Arthur.
Vorotok, Russian torpedo gunboat, 4 guns, 6 1/2 inch h.p. guns, Com. Molchousky, at Nagasaki.
Vsadny, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1 1/2 inch h.p. guns, Capt. Rogulja, at Taku.
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2 1/2 inch h.p. guns, Capt. Shkuff, at Nagasaki.
Forel, Russian torpedo boat, 23 tons, 1 gun, 2 1/2 inch h.p. guns.
Janichich, Russian torpedo boat, 87 tons, 4 guns, 9 1/2 inch h.p. guns.
Nargen, Russian torpedo boat, 25 tons, 4 guns, 1 1/2 inch h.p. guns.
Neverstik, Russian torpedo boat, 87 tons, 4 guns, 2 1/2 inch h.p. guns.
Podorinski, Russian torpedo boat, 23 tons, 1 gun, 2 1/2 inch h.p. guns.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 2 1/2 inch h.p. guns.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 2 1/2 inch h.p. guns.
Seotchina, Russian torpedo boat, 87 tons, 4 guns, 9 1/2 inch h.p. guns.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 2 1/2 inch h.p. guns.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 2 1/2 inch h.p. guns.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1 1/2 inch h.p. guns.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Barge, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1 1/2 inch h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 7 1/2 inch h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1 1/2 inch h.p. guns.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1 1/2 inch h.p. guns.
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Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1 1/2 inch h.p. guns.

THE FRENCH SQUADRON.

Bengali, 1st class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13 1/2 inch h.p. guns, Capt. de Marolles, at Taku.
Descartes, 1st class protected cruiser, 4,000 tons, 26 guns 6 1/2 inch h.p. guns, Captain Philibert, at Taku.
Euro, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8 1/2 inch h.p. guns, Capt. Aubin, at Taku.
Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2 1/2 inch h.p. guns, Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 5 1/2 inch h.p. guns, Frost, at Hongkong.
Pascal, 1st class protected cruiser, 4,000 tons, 26 guns, 9 1/2 inch h.p. guns, Capt. M. Motet, at Yokohama.
Surcouf, gunboat, 700 tons, 10 guns, 8 1/2 inch h.p. guns, Capt. Morne, at Taku.
Surcouf, gunboat, 700 tons, 10 guns, 8 1/2 inch h.p. guns, Capt. Morne, at Taku.
Surcouf, gunboat, 700 tons, 10 guns, 8 1/2 inch h.p. guns, Capt. Morne, at Taku.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 27 guns, 9 1/2 inch h.p. guns, Capt. Rollmann, at Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.
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Hertha, German cruiser, 6,000 tons, Capt. S. v. Uexk